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January 1985

Vol. III, Issue 4



William E.Olson, editor. 842 Mission Hills Lane, Worthington, Ohio 43085



Members & Mailings



Welcome to 1985. Set forth immediately below is the Administrative Droning (love that phrase, Jay Glass!) for this month. It is a bit lengthy, but important. Please read.

There were 335 members at the end of Volume II (August 31, 1985). As of December 15, 1984, 99 people who were members during the Volume II period had not renewed their membership, and 60 new members had joined. Thus as of that date there were 296 members, divided as follows:

Bulk Rate - 190
First Class - 106

As you can see, there are still not enough bulk rate members to meet the minimum of 200 copies for Post Office regulations. I have solved this problem by mailing 11 copies via bulk rate to myself and a few other people. This is of course much cheaper than sending the 190 copies first class.

Because of the length of time bulk rate mail takes to reach both the East and West Coasts from Ohio, and because more and more people have moved to first class each year (presumably in response to the postal delays), there is a real question in my mind whether the Club should continue the bulk rate membership category after the 1984-5 year. Certainly if the number of bulk rate members dropped much below 170 there would be no economic point in continuing, since the cost of printing 30 or 40 extra copies and mailing them to myself and various other non-members would about equal the first class postage for 160-170 copies. Besides, such a practice seems a foolish waste of time and effort. I will say more about this in future issues, but all of you who are on the bulk rate might wish to think about how important to you the \$5 or \$6 annual saving really is.

I really have no explanation for the failure of 99 members to renew, and I am disappointed that they did not. I would like to have more members, because that would make the financial basis of the Club a bit more secure. However, I would much rather have 300 interested, participating members than 500 to whom the Bulletin is just another magazine.

(CONTINUED)



Founded by Dave Lewis in 1980





Money Matters



The approximate cost for printing and mailing the first three Volume III issues was:

Issue 1 - \$645
Issue 2 - \$670
Issue 3 - \$570

(There were more copies made of the first two because they were sent to all the Volume II members plus the new members.) Other costs -- bulk mail permit, advertising, supplies (transfer lettering, glue, paper, etc.), stationery, other postage, phone calls, some photo printing, and similar stuff have totalled approximately \$650; perhaps half of this represents charges or supplies that apply to or will last throughout all of Volume III, and in some cases, beyond.

As of December 15, Club funds totalled approximately \$4,200. This of course has come primarily from dues, with some from our commercial advertisers, about \$40 from sale of decals, and a minor amount from interest on the bank account. The balance represents the total income less the expenses to date. Assuming the costs for this issue and the next five issues average about \$650 per issue, and that miscellaneous expenses do not exceed \$300, we should just squeak by. (It is not, however, a good idea to let the balance get too low because then the Bank fees really begin to eat away at you.)

I hope to persuade a few more vendors to run ads on a regular basis. Another member in the Columbus, Ohio area, Jeff Morris (#108) has offered to help with this, and we will see what can be accomplished. All of you are urged to make known to suppliers you consider reputable the desirability of keeping their names and products in view.

I believe I am getting the printing done about as cheaply as possible. Gene Innis, proprietor of Conrad's Printing in Lancaster, Ohio, has taken a real interest in the work, and has tried to keep his bills at a reasonable level. Some quotes I've gotten have been much higher. We could have a slicker product if the dues were doubled, but I know of no club publication in which the members get any more for their money.



New Rules ~ IMPORTANT ~ New Rules



Since the Club is not exactly flush with money; I have decided to establish a few rules that will cut down expenses, but which, I feel, will work no hardship on anybody. These are set forth below. They are all based upon the principle that a lot of small expenditures add up to one big expenditure.

* 1. Correspondence. If you write to me and ask for or expect a reply, please enclose a SASE. I am spending \$5-6 a month in postage just writing to people, or \$60-70 per year.

(CONTINUED)

*This rule does not apply to members outside the USA. If you guys want to write to me (as some have) go right ahead. I will reply.

2. Car for Sale Ads. Sometimes members send in a photo along with their ads. I am glad to print the photos, and they make the ads more informative. But, photos cannot be printed and look even halfway decent without a half-tone being made first. Each half-tone costs \$7.00 in addition to the cost of the space it occupies in the Bulletin. The text of the ad has always been, and will always remain, free. However, I think it reasonable that when a member is trying to sell a car, and wants a special, extra cost ad, he ought to pay the extra cost. Therefore, if you want good print for a "for sale" photo, please enclose \$7.00 with the ad. If you don't, I will print the ad with a xerox copy of the photo, and I warn you: these come out lousy! If you want the photo returned, please write your name and "Return to" on the back and give me a SASE.

3. Copies. Everyone who works in an office makes a few personal copies now and then, but I find I am making a lot for the Club and my employer is paying for it. This is really not right, and the Old Man is going to get shirty if he finds out. I would rather have them made outside. So if you want a copy of something -- an article from a back issue, say -- please give me 5¢ per page, plus the SASE. This is the absolutely lowest price I can make copies for. Payment in stamps is good for small amounts, and I can always use stamps. (E.g., for four pages, a 20¢ stamp. Yes, I know there isn't a 45¢ stamp; just come close, OK?)

4. Back Issues. I will send you a photocopy of any issue, but this will also cost 5¢ per page plus first class postage. So, the price of each back issue you want is now \$2.00. No SASE needed for this. (These copies of course are not as good as the original printed version, but it's the best I can do.)

All of these, you'll observe, are "user fees"; that is, if you want something a little extra, you ought to pay a little extra. In the long run, this kind of policy will help to keep down the basic cost of membership, that all members benefit from.

To summarize:

<u>If you want this:</u>	<u>Send this:</u>
Reply	SASE
Half-tone with "Car for Sale" ad	\$7.00
Photo returned	SASE
Copies	5¢/page + SASE
Back issues	\$2.00 each

If you think any or all of this is unreasonable, inequitable, arbitrary, capricious, or without merit or foundation, say so. (There, I've finally gotten some lawyer's words in here.) But I'm going to need persuading.



ONWARD! UPWARD!



I conclude with an Inspirational Message. (Arthur Moore and Robert Kroening: you have no monopoly on that, you know.) As you all know, there is a space on the Membership Application Form in which to rate the condition of one's car, from one (poor) to ten (mint). Doug Moore (#158) of British Columbia gave me this gem of Firm Resolve in Five Words: "4 now, 9 next summer!" With this Shining Example before us, let us all now contemplate Greater Heights. EXCELSIOR!

Bill

A TRIP THROUGH TIME WITH DOUG NELSON...

Modern Living in 1938~

The time is late spring of 1938. Douglas Nelson, an up-and-coming young businessman of Salem, Oregon, is going off on a trip to inspect some property in northern California. He places his bags in the trunk of his new Buick Century Sport Coupe, and steps back for the five hundredth time to admire the car. Douglas is proud of the Buick. It is just the right sort of car to have. The color -- black -- is conservative; he would not wish to look too sporty. Its speed, responsiveness, and comfort make it a pleasure to drive, and a Buick gives him an image of solid success in the city. Although the nation is still coming out of the Great Depression, Douglas has done well in the past year, and he wants it to show.



Later that day, Douglas stops for gas at a general store in a rural crossroads. The store sells Red Crown gasoline, and still has one of those old-style pumps with the big glass cylinder on top. A boy comes out to pump the gas, and Douglas has him check the oil so he can show off the big straight-eight "Dyna flash" engine. "Nice car, Mister!" Smiling, Douglas drives on.



The following day, Douglas parks in front of the new courthouse in a small county seat in California. He looks up at the striking white building, done in the Art Deco style that has been so popular during the past decade. The courthouse is thoroughly "modern" and by the standards of this city, a "skyscraper." Douglas feels very modern, too, as he crosses the street to meet with the owners of the property. The meeting is long and difficult, but by late afternoon, Douglas has concluded a "deal," on better terms than he had ever hoped to get.

In the morning, Douglas heads back to Oregon. The Century's engine sings a sweet song, and Douglas is pleased with himself. That day, he does not feel even vaguely troubled by the reports about Hitler, unemployment, and higher taxes. It will be good to get home. Douglas pushes the car faster when he reaches a straight stretch of highway, and watches the speedometer needle creep over 90. Exhilarating!

(CONTINUED)



Nearing Salem that afternoon, Douglas thinks of his wife. Her birthday is next month, and he should do something really nice for her. Her own car! Well, why not? Douglas can afford it now. Not a Buick, of course, but those new Chevies are good-looking, and they have hydraulic brakes and an overhead-valve engine just like his car. He pulls up at the Chevrolet dealer in Salem. There on the display floor is a dark red Master Deluxe convertible coupe. That's it! Won't she be pleased! The world is rosy. Confident of his ability to negotiate a good deal for cash, Douglas walks through the door.



* * * * *

I made up this little story, folks, to tie together the terrific photos sent in by Doug Nelson (#051) of Salem, Oregon. Of course I made Doug the hero, but any resemblance between the slightly-smug young man and the real Doug Nelson is not intended. These pictures do not come out of the past. The "filling station" is at Doug's "home place" in Salem, where plainly they've got different zoning rules than Worthington, Ohio. The courthouse photo Doug took on his trip to Reno in 1983 (see Vol. II, issue 9). Except for that air conditioner sticking out, the building is a nice example of 1930's architecture in the "Art Deco" or "Moderne" style. (Named for the French Exposition des Arts Decoratifs held in 1925, at which the style was introduced.) Anybody identify the location? The "Chevrolet dealer" photo shows how Doug set up his 1938 Chevy at an indoor car show, and both the car and the display looked so good, I was sure you'd pardon our showing an alien make. If as a consequence of this, Doug, your wife demands the Chevy as hers, well, as the story says, she deserves it. Doug also has a '38 Buick 66C, and says his current goal is to finish the 66C so he can show both convertibles together: needless to say, a fine ambition. So, my thanks and applause to Doug Nelson, the Master of Illusion. No halfway measures for him, folks, he's really LIVING IT!



Announcing

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Original. Exact Fit 40-60 Series. Fits
80-90 Ser. w/Cowl Pad Mod. \$150.
Door Hinge Pin/Bushing Kit. \$2.50Ea.
Front Engine Support Rubber Pads w/Steel
Core. \$25/Ea. Upper Control Arm Bumpers \$5.
Fisher Body Plates(for Cowl) \$7/Ea.
Delco/Remy Data Plates. \$5/Ea.
Fr. Fender Parking Light Lens. \$17.50/Ea.
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1937 Glove Boxes - \$25
1938 Map Light Covers - \$35
State Year/Model With Order. Shipping
is Additional. Our Catalog lists many
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When you order from or contact any of our commercial advertisers, please mention that you saw their ads in the BULLETIN. That helps them, and it helps the Club. Our advertisers are high-quality business people who have worked hard to develop good products and good service. In addition, they're fine folks. Please patronize them; I think you'll be glad you did.

- Bill



1927
TO
1953

WIRING HARNESES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M. WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS, BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS, OPTIONS UPON REQUEST.

ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION - \$1.00



BOX 435
WAYNE, PA. 19087

PROUD 1938 OWNER



From Australia, Mick Whiting's 1938 46S



We particularly wanted a '38 Buick Coupe, and as there was none in Australia to be had, we decided to purchase one in America and freight it out. Whilst they don't exactly grow on trees there, at least with a bit of searching they can be found.

The first step was to subscribe to some American magazines to try to 'get the feel' for the market. It was only a matter of time before a suitable vehicle was found. (It was found in the '37, '38 Club magazine.) We phoned the seller and over the next month negotiated a mutually satisfactory deal. He looked after the car while shipping was organised.

The cost of putting the car into a container by itself was very high so we elected to find other people wanting to bring things out, to share the costs. When this was achieved the container was packed and left America. That's when the real nail-biting began. It seemed that the closer the arrival date came the more difficult it was to sleep at night. Finally the ship docked and the cargo was unloaded. I am glad I was not there when the container was opened as the sight of a grown man crying is not a pretty one. The container was a shambles! Things had been rocking and rubbing together all the way across. Every panel on the car was scratched, chipped or dented. At least nothing vital was broken, but it looked very forlorn with its beautiful paint work scarred all over the place.

You can imagine our bitter disappointment. The original purchase price of only \$3,700 US had grown with unsympathetic exchange rates, freight, wharf charges, sales tax, insurance, steam cleaning at quarantine, towing, the purchase of a cheap parts car for R.H.D. components and other sundry charges too numerous to list. As it sat there damaged it owed us just on \$10,000 Australian, and it now needed a total restoration.





We stripped it down to a bare chassis and started over. That proved to be the easy part. Sandblasting and painting was needed before we installed the front end (which had all been renewed in America) with our R.H.D. parts as needed. A reconditioned engine and gearbox were next and the original 4.4 to 1 rear end was used, though we plan to remove this later and install a 3.9 to 1 optional ratio instead. The brakes were completely redone and an R.H.D. steering box was rebushed and installed together with an R.H.D. pedal assembly. New shock absorbers and a new exhaust system completed the mechanical side of the job.

The previous owner had spent a lot of time and money on the body. It has all new glass, rubber parts and wiring, a set of white wall tyres, all chrome redone and all lenses, jewellery, etc. intact. We had new bottoms welded into the doors and began repairs on the damage done in the container. This proved to be a disaster. Our paint was not compatible with American paint and every repair went 'crazy'. The whole car had to be stripped back to bare metal. This put the project way behind schedule. [Sounds like lacquer over enamel; this doesn't work-Ed.]

We had hoped the car would be finished in time for our National Tour in early May. It now looked like those plans would have to be scrapped. However, with the help of friends, relatives and neighbors the work was completed in time. The Tour took us about 1,500 miles and the only problem was the need to tighten our fan belt which, being new, stretched a little on the run. We finished with no other worries and having had a great time.

We now had two days to pack away our winter clothes, store the cars and pack our summer things to fly to U.S. Arriving in L.A. in mid-May we bought a 1967 Pontiac Catalina and some camping gear. During our trip that car did over 14,000 miles and travelled through some 35 states in 100 days with no troubles at all. Mind you we did have to replace the tyres which we wore out.

The main part of our trip was to attend the Buick National in Atlanta, Georgia. This was a marvellous experience for us seeing all those Buicks and meeting some super people. We did all the tourist things, saw lots of old cars and went through quite a few junk yards. The cars in those junk yards guys over here would love to have. Also called in to see Dave Lewis and his wife. It was nice to meet up with him after receiving the magazine for so long. What a great set-up he has there for restoring cars.

All the best to the new editor, tho' by the time you receive this you should be well into the job.

Good-bye from down under,

Mick & Sharon Whiting

* * * * *

Thanks to Mick and Sharon for this great tale of adversity conquered. And you guys thought you had trouble where you had to put a car on a trailer? How about inside a box on a boat! I wonder what happened to the other stuff in the container. Mick was the first "Aussie" to rise to my challenge (Vol. III, no. 1, p. 10) and won the two free decals. He deserves them, especially since he has to drive on the wrong side of the road. I hope the Whittings will come back and see us again.

-Bill



from The
Philippines



Ed Doucette's '38 41X

Speaking about driving on the wrong side of the road, here's a picture of the interior of Ed Doucette's (#220) 1938 41X, with right-hand drive. As some of you may recall from a story in the June 1983 issue, Ed is a civilian employee at Clark Air Force Base in the Philippine Islands. If you think you have trouble finding parts, try it from Ed's side of the world. He's done a terrific job under difficult conditions. Editor's applause to Ed.

from Sydney, Australia



Graham Rowe's '38-41 Holden-Buick



Under what I suppose are some of the famous eucalyptus trees, home of the famous Australian koalas, the '38 41 Holden-Buick of one of our new members, Graham Rowe (#487). Notice the different front bumper on a Holden. (Those other cars are Buicks, too.) With the engaging friendliness that characterizes every Australian I have ever met, Graham sent me a cheery letter with pictures of himself and his family. I received a similar note from our other member in Sydney, John Beagle (#278), who has promised a story and photos of his car later this year when it has returned from the "Buick Doctor". Thanks to both.



A Call to CALIFORNIA



ATTENTION CALIFORNIA MEMBERS

As I write these lines, a cold rain is falling for the third straight day here in the Great Heartland of Mid-America. Its only virtue is that it has washed away all the ice we had last week and the 99 thousand tons of corrosive salt the Highway Dept. threw on it. This is depressing, and not the least bit conducive to writing this rag or restoring cars. So, we are now offering:

A RARE OPPORTUNITY TO MEET THE EDITOR AND FOUNDER IN PERSON!

All you need do is send four first class plane tickets from Columbus to San Francisco to me, four from Springfield to S.F. to Dave, and return tix from L.A., stake us to a couple of rental Continentals, and feed us, and spring for a week or so of high-class hotel bills. We'll bring our wives and kids, visit everybody we can reach in California, bestow our blessings on you, get out of this rotten weather, and everybody will have a great old time!

BUT HURRY! THIS OFFER MAY NEVER BE REPEATED!

First California member to send the tickets gets to host a big gala party at his house! DON'T DELAY!



A SERIOUS CALIFORNIA PROJECT

I know the Los Angeles Fire Department had a whole fleet of 1937 Buicks. Would like one or more members in the L.A. area to see if the Fire Department people have a historical collection, or archive, and what can be dug up out of it. Photos would be terrific. I will duplicate and return photos or negatives.

Likewise, I believe the California Highway Patrol had at least one 1938 Buick. I would like one or more volunteers in the Sacramento area to check out the CHP and see what they have. The CHP Academy has a museum: 3500 Reed Ave., Bryte, CA 95605 (Mr. Randy Choy).

Either or both would make a great story. If you visit (or even if you write), it would be a good idea to take along some '37 and '38 Buick pictures, so the archivists, or librarians, or records managers, or whatever they are called, can see what they are to look for. My experience has been that keepers of obscure state or city records are usually thrilled when somebody takes an interest in their stuff. So go to it! We have probably 70 to 80 members in California; now, at least a few of you ought to be able to get this done.

- Bill

LESS "PING" — MORE POWER!



BUICK SPECIAL 4-door streamline sport sedan—\$1022
delivered at Flint, Mich. Complete with standard equipment

Another reason why Buick, with the DYNASHIFT ENGINE and TORQUE-FREE SPRINGING, has the Most Modern Chassis in the world

YOU know that stepping up compression gives an automobile engine more brilliance. You also know that higher compression means more "ping"—and that "ping" means power-stealing pre-ignition. Now look how the DYNASHIFT engine gets around that.

Pre-ignition starts at the point in the cylinder opposite the spark plug. But the special Turbulator built into the face of each Buick piston provides larger surface area at this point to carry away the heat that causes this pre-ignition.

So less "ping"! More power! And also—*turbulence* in the fuel charge that means better fuel combustion.

The net result is almost ten per cent more



power without increase in engine size or weight. And this flashing, brilliant, quick-responding power is made still more enjoyable by the velvet-smooth *ride* of TORQUE-FREE SPRINGING!

If you want to check that, just see the nearest Buick dealer for a demonstration.

MATCH THESE VALUES!

Complete with DYNASHIFT engine, TORQUE-FREE SPRINGING, and all standard equipment, these models deliver at Flint, Mich., at these prices: Buick SPECIAL business coupe, \$945; Buick SPECIAL 4-door touring sedan, \$1047; CENTURY 4-door touring sedan, \$1297; ROADMASTER 4-door touring sedan, \$1645; LIMITED 8-passenger sedan, \$2350. Special accessories, local taxes if any and transportation extra.

BETTER BUY BUICK ON EASY GENERAL MOTORS TERMS



"Better buy Buick!"

A GENERAL MOTORS VALUE

When writing to advertisers please mention Popular Mechanics



TECHNICAL TIPS



A NON-TECHNICAL TIP: Perhaps the last thing the world needs is another "old car" magazine, but I came across one that was started in 1984 that I think is terrific. It's called Collectible Automobile, and priced at \$3.50 per copy, which is a tad high, but worth it, I think, for what you get: slick paper, great color photos, and interesting text. (Publications International Ltd., 3841 West Oakton St., Skokie, IL 60076.) I bought the January '85 issue because it has on the cover a 1937 Lincoln Zephyr; my great loyalty to Buicks notwithstanding, I think the 1930's Zephyrs were some of the greatest car designs ever, in terms of pure looks. (Mechanically, they are a different story, of course, but not as bad as some people think.) Speaking of looks, how many beautifully restored 1935 Hupmobiles have you seen lately? Not a lot, eh? Somebody in Ohio, appropriately named Hupp, has one, and they are smashing. Styled by Raymond Loewy. A 1935 Hupp makes everything turned out by GM in that year look like an old shoe, including the famous 1935 LaSalle, except maybe the Caddy V-16 and custom-body stuff. And speaking of Hupmobiles, look up the 1938 and tell me what you think they look like. If you guessed Buick, you're right. I know the '39 Hupp used the Cord body dies, but a '38 looks very GM. I wonder if Hupp borrowed GM body dies too. Can anyone shed light on this?

HARRISON &
BRIDGEPORT

MOTOR BLOCK INSERT TYPES



Part Nos. 1251 and 1254

Part No.	Temperature Setting	List
1254	Standard	\$1.00
1251	High Temperature	1.00

Applications:

Buick	1933-38 All Models (Factory equipped with Standard Thermostat)
Chevrolet	1933-38 All Master Models
Chevrolet	1935-38 All Standard Models
Graham	1935 Models 73 and 78
Graham	1936 Models 76, 77, 81 and 83
La Salle	1933-38 All Models
Oldsmobile	1934 6 Cyl.
Oldsmobile	1933-38 All Models
Packard	1935-37 Model 120, 1937 Model 115
Reo	1935-36 All Models



Part Nos. 1252 and 1253

STANDARD TEMPERATURE RANGE: 148° to 155°: For use with anti-freeze solutions containing alcohol.

HIGH TEMPERATURE RANGE: 160° to 175°: For use with permanent anti-freeze solutions such as PRESTONE, or any ALCOHOL solution having a boiling point above 190 degrees.



TECHNICAL TIPS



WINDSHIELD WIPER TROUBLE? Our guru, Mr. Lewis, reports he has discovered an excellent, if unlikely, source of arms, blades and acorn nuts: Bob Drake Ford of Grant's Pass, Oregon. Call this toll-free number, and use their part numbers. 800/221-3673.

Blades, 8 $\frac{1}{4}$ " (ser.40,60). No.78-17528B. \$3 each.

Blades, 9" (ser.80,90). No.21A-17528. \$3 each.

Arms, all series. No.01A-17526. \$12 each.

Acorn nuts, all series. No.78-17481. \$2 pair.

I know that at least a few members also have Fords; Bob Drake has a comprehensive 88-page catalog of early Ford items.

SUN VISORS. Ray Mortgomery (#081) of Lafayette, LA says:

"I sent my sun visors to Hampton Coaches with the material to recover them and they came back absolutely beautiful. I have not come across anyone else who has a machine to properly stitch the binding on them. Cost is \$18 each plus shipping."

Our thanks to Ray. (Hampton Coach, P.O.Box 665, Hampton, NH 03842. 603/926-6341.)

PARTS INTERCHANGE. Bob Pipkin (#076), one of our experts in interchanging parts, has given me the following:

- 1) 1937 and 1938 series 40 can use 1935 and 1936 Chevrolet fuel pump (421X).
- 2) 1937 and 1938 series 40 & 60 can use 1946-50 Chevrolet $\frac{1}{2}$ ton pickup rear wheel bearings (Hyatt C-1502).
- 3) 1937 and 1938 series 40 fan belt is the same as 1950 Buick series 40 & 50.
- 4) 1937 and 1938 series 40 can use 1950-52 Buick master cylinder.
- 5) The deck lid for 1937 and 1938 series 40 and 60 Buicks will interchange with 1937-1940 Buick, Olds and Pontiac cars with the "B" body.

Editor's thanks to Bob, not only for these handy tips, but also for explaining why I have had so much trouble with the master cylinder in my car: somebody put a 1950 cylinder in there once. If you use the later year cylinder, you must use all of it: end caps, filler plug, etc. (Incidentally, Bob is now finishing up a 1938 model 67 with sidemounts, and I hope we will see some photos and a story later this year.)



TECHNICAL TIPS



MORE ON THE SEDAN VS. CONVERTIBLE INSTRUMENT PANEL QUESTION

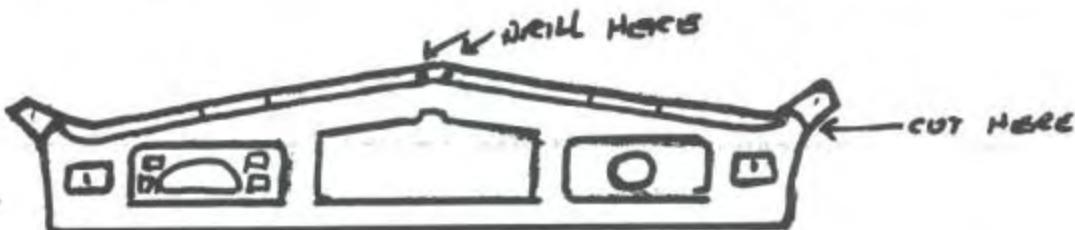
From Lee Greer (#483), whose 1938 46C was featured in Issue 3.

Shortly after the purchase of my '38 Buick 46C, I decided that I couldn't stand to look at the instrument panel any longer. It was "wood-grained" in "early" shelf paper, and 11 additional holes had been drilled in the panel for various uses.

I decided that it would be easier to find a less-abused panel than to try repair of all the holes. That's when I noticed the difference between the sedan and convertible panels.

There are two main differences and both are easy to change.

1. The ends of the panel on a sedan are longer than the convertible panel ends. A good hacksaw and a careful measurement, and you can easily make the change.
2. Two holes will have to be drilled into the sedan panel for the inside center windshield strip mounting screws. Be sure to measure carefully and use a good sharp drill.



With these two changes, the sedan dash will fit in place. If your cut on the ends is a bit off, no problem: the leather "bead" will cover that area.

* * * * *

Note that Lee notes fewer differences in the panels than did Jimmy Haggland. It may be that differences are more or less depending on the series; it is also possible that export cars (presumably the basis of Jimmy's experience) may be different, although I have no reason to think so. In any event, we now know for certain that there are some differences, but that the switch can be made successfully. Just compare your two panels carefully, and act accordingly. Thank you, Lee.

A MISTAKE!

If you can believe it, we printed some incorrect info last month. Jimmy Haggland advises me that the difference in thickness between convertible and sedan chassis members is not 1/8 inch (as his first letter said) but rather 1/32 inch. Jimmy had it right in millimeters -- a difference of about one mm. -- but I eliminated the mm. measurement, and did not check the equivalency of 1/8 inch and 1 mm. If I had, I would have noticed that 1/32 inch is roughly equal to 1 mm. Sorry about this. What makes this even worse: recently I sent a letter to the editor of a well-known old-car periodical taking him to task for not verifying info before printing it.

QUESTIONS ANSWERED



... by Dave Lewis

Question: My hand brake cables are stuck, and look like they spent the last 30 years underneath one of those infamous little buildings in Ohio Highway Department rest areas. What can I do?

Answer: Most people look at their old cables and think they are useless because they are all rusted up and are more likely than not stuck. I have found that they can be restored back to new condition, provided they are not broken or the cables frayed. Take the cables to your local plating shop and have them soak the cables in their acids until they are freed up and will move again. Then have them Zinc Plated. When they are done they will work and look like new again. If you find the outer coverings are either rusted or the windings around them are bad, you can peel all the bad pieces away before you go to the plater. The outer covering is either wound like a coil spring or is "armor-flex" which looks like BX electrical cable. I just had a set done and the outer coverings and the ends were bad so I peeled them off first, which left only the main outer housing intact. The main outer housing is also flexible steel. When the plating was complete, I wrapped the ends, which lock on at the backing plates and the frame, with a wire that increased the diameters on each end so they would again lock down at their attaching points. Use the soft black wire sold in hardware stores for hanging suspended ceilings; this is handy for many other uses, too. To secure the wire in place I covered the areas with an epoxy glue (J.B. WELD) which after sitting overnight was like steel. This then allows you to re-fasten the ends securely back on the car. Since this area is completely covered by the clamps, it looks the same as when they were new. Speedometer cables are much easier as all you need to do on them is remove the center cable and send the outer to the plater.

* * * * *

Editor's Note: Do not overlook the fact that the two short cables from the rear wheels to the clevis have return springs attached to little holes in the frame cross-members. These springs may be long gone, but replacements can easily be found among the spring assortments in hardware or auto parts stores. The cables will not work properly without the springs. After the cables are restored, be sure you keep them adequately lubricated.

229	Buick	1937	HL	81 1/4	69 1/2	L
230	Buick	1937	HL	81	67 1/2	L
231	Buick	1937	R	57 1/4	19 1/2	D3
232	Buick	1937	R	62 1/4	19 1/2	D3
233	Buick	1937	R	69	20 1/2	D3
261	Buick	1938	R	80	4 1/2	W6
262	Buick	1938	HL	105 1/4	69 1/2	BC
264	Buick	1938	R	84	4 1/2	W6
297	Buick	1938	HL	106 1/4	62	BC
298	Buick	1938	HL	112 1/4	62	BC

ILLUSTRATIONS OF CABLE ASSEMBLIES TO FIT BENDIX

D2 No Yoke Used



D3 with Spring



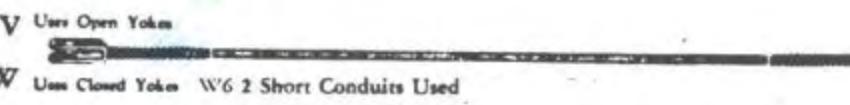
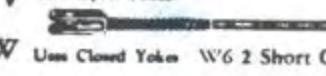
D8 No Yoke, No Spring



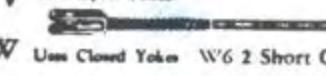
K Uses Female Stud



L Uses Male Stud



V Uses Open Yokes



W Uses Closed Yokes W6 2 Short Conduits Used





More from Dealer Service Bulletins



BRAKE CABLE (REAR) BINDING, 1938 ALL SERIES

Some complaint of the rear brake cable binding has been encountered on 1938 models. This trouble is evidenced by sluggish return on the rear brake shoes, and ultimate failure of the rear brakes to release, and is caused by rusting of cable in the conduit at the brake backing plate. To overcome this complaint and to prevent recurrence we recommend lubrication with graphite grease every 5000 miles, or twice a year.

Procedure

- (1) Remove the two cap screws holding each conduit assembly to the backing plate.
- (2) Slide conduit assembly along the cable away from the backing plate. If the conduit cannot be moved, apply penetrating oil to both ends and allow to stand. (If this does not free conduit it will be necessary to remove cable from the brake assembly by first removing wheel and drum. With the cable removed apply more penetrating oil at both ends and work conduit free.)
- (3) With emery cloth, remove all traces of rust from the cable where it passes through the conduit.
- (4) Apply a thin coat of graphite grease to the cable and then slide the conduit back over it. Wipe off all excess grease so as to keep same from getting on lining.
- (5) Reassemble the conduit to the backing plate. The gasket should be inspected and if damaged, replaced with a new one. Split the gasket in order to pass over the cable.

BRAKES: 1937 SERIES 80. Another tip from Dave Lewis. Below are the modern part numbers for the three rubber brake hoses and for wheel cylinder repair kits, for a '37 Roadmaster.

Two front wheel hoses: NAPA PARTS #4497 United Brand.
Rear center hose at drive shaft: NAPA #35019 United Brand.

Wheel cylinder kits (use your old aluminum pistons):
Raybestos #WK-54; kit includes two end boots, one spring, two piston rubbers.

These are current part numbers you can buy from NAPA (hoses) and any store that carries Raybestos (cylinder kits).

QUESTION: Does anyone know of a dark brown wrinkle finish paint such as was used on Buick heaters? Either in aerosol cans or suitable for spraying with an air brush? Alternatively, does anyone know what to add to ordinary enamel or lacquer to achieve the "wrinkle" effect? I feel sure that I have seen an answer to the second question sometime, somewhere. A reward for a workable solution to this problem will be given, but do not ask me now what the reward will be.



STEERING GEARS



SAGINAW WORM-AND-ROLLER TYPE 1937 TYPE

Used On:

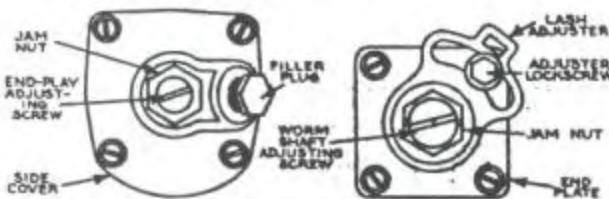
BUICK, MODELS 37-40, 60, 80, 90 (1937)
CADILLAC V8, SERIES 37-60, 65, 70 (1937)
LA SALLE V8, SERIES 37-50 (1937)
OLDSMOBILE SIX, MODEL F-37 (1937)
OLDSMOBILE EIGHT, MODEL L-37 (1937)
PONTIAC SIX, MODEL 37-26CA (1937)
PONTIAC EIGHT, MODEL 37-28CA (1937)

DESCRIPTION:—New type Steering Gear with 'hour-glass' type worm and double-tooth roller. Worm bearing adjusting screw now located on lower housing cover in center of adjusting plate which controls worm mesh in roller (worm bearings mounted in eccentric sleeve which is rotated by adjuster). Roller shaft is straddle mounted with additional bearing in side cover. Roller shaft endplay controlled by adjusting screw in side cover in usual manner.

ADJUSTMENTS:—Jack up front wheels, turn steering wheel to straight ahead position, disconnect steering connecting rod or drag link from pitman arm (noting ball seat and spring assembly so that parts can be reassembled in same order), see that reference mark on pitman arm and roller shaft are lined up, tighten pitman arm nut with 18" wrench, check column alignment by noting pull at steering wheel rim required to turn wheel through center position (if pull exceeds 1 $\frac{1}{4}$ -2 $\frac{1}{4}$ lbs., align column as directed below).

Steering Column Alignment—Loosen dash bracket (except Buick), gear mounting bolts in frame bracket (Buick). If this relieves binding, shim bracket out so that column will not be sprung when bolts are tightened.

Cadillac Models—To correct up and down alignment, install special spacer Part No. 1419066 (37-50, 60), 405554 (37-65, 70) between instrument board and bracket. To correct alignment sideways, install special washer Part No. 871588 under front steering gear housing-to-frame bolts (if column to left of bracket), or rear bolts (if column to right of bracket).



Roller Shaft Endplay:—Tighten side cover plate screws, loosen adjusting screw jam nut, turn slotted adjusting screw down tight by hand, then back screw off 5-10°, tighten jam nut. Turn wheel to each end position (not against stops), check pitman arm to see that adjustment has not caused binding.

Worm Shaft Endplay:—Loosen adjusting screw jam nut on lower cover, turn slotted adjusting screw in slowly until pull at steering wheel rim required to turn wheel in extreme end positions (just clear of stops) is 1 lb. (Buick), 1-1 $\frac{1}{4}$ lbs. (Cadillac), 1 $\frac{1}{2}$ lbs. (Oldsmobile), $\frac{1}{2}$ -1 lbs. (Pontiac). Tighten jam nut. When making this adjustment, do not back adjusting screw out which will allow bearings to get out of alignment.

Worm and Roller Backlash:—Tighten three lower housing cover mounting screws. Center steering wheel (turn wheel back $\frac{1}{2}$ total number of turns from either end position or with marked spoke straight down (Buick, Pontiac), straight up (Oldsmobile)). Check backlash or play at pitman arm ball end. To adjust, loosen lash adjuster lockscrew (hexagonal screw in adjuster slot), tap lash adjuster in direction of arrow above screw, not more than 1/16" at a time, until pull at steering wheel rim required to turn wheel through center position is 1 $\frac{1}{4}$ lbs. (Buick), 2-2 $\frac{1}{2}$ lbs. (Cadillac), 1 $\frac{3}{4}$ -2 $\frac{1}{4}$ lbs. (Oldsmobile), 1 $\frac{1}{2}$ -2 lbs. (Pontiac). Check for high spots by rotating steering wheel throughout range. Back off lash adjuster just enough to permit wheel to be turned through these high spots without excessive binding.

STEERING WHEEL POSITION:—See articles on Independent Suspension for tie rod adjustment to correct intermediate steering arm position. Steering wheel height and position adjustments as follows.

Buick Models:—Height not adjustable in the field as long (left hand) dash bracket bolt burred to prevent removal. If this bolt is removed, standard $\frac{3}{8}$ " spacer on dash bracket (80, 90 only) may be removed or replaced by spacers furnished $\frac{1}{4}$ ", $\frac{1}{2}$ ", $\frac{5}{8}$ " thick to provide $\frac{1}{2}$ " wheel height variation. Loosen gear frame bracket bolts to permit steering gear to shift into alignment with new bracket position. Marked spoke on steering wheel (mark on under side of spoke at hub) should be straight down with roller on midpoint of worm and wheels straight ahead (drag link connected). Drag link not adjustable, but tie rods can be turned not more than 1 turn to throw intermediate steering arm 3/16" maximum off center, which will rotate steering wheel 2 $\frac{1}{2}$ " at rim, to correct spoke location. Wheel stops must be relocated to prevent intermediate steering arm striking cross-member.

Intermediate Steering Arm Bearing:—Adjust bearing pre-load, by turning shaft nut, to 1 $\frac{1}{2}$ lbs. maximum (40, 60), 3-4 lbs. (80, 90) measured at ball stud end with drag link and tie rods disconnected.

Dealer Service Bulletin

AXLE SHAFT END PLAY. ALL MODELS

Axle chuck sometimes encountered on rough roads, is due to too much end play in the axle shafts caused by wearing of the differential side gear thrust washers.

It has been called to our attention that in some instances this end play cannot be removed sufficiently by installation of the service spacer block. Therefore, in cases where axle shaft end play is encountered we recommend that new bronze side gear thrust washers be installed back of the differential side gears, before selecting the proper thickness of spacer block, to provide not over .008" clearance.

REAR AXLES

BUICK (SECOND TYPE)

Used On:

MODEL 40 (1934-35-36-37)

MODEL 60, 80 (1936-37)

MODEL 90 (1937)

TYPE:—Hypoid (40, 60 1937), spiral bevel (all others), semi-floating type. Pinion integral with shaft and is splined and pinned to propeller shaft within torque tube. Pinion shaft mounted on double row ball bearing (front), roller bearing (rear—except 40 '34-35 which has single row ball bearing). Bearings mounted directly in housing with spacer between them and held in place by setscrew and locknut on side of housing which engages tapered hole in spacer. Differential assembly carried on ball bearings with adjusting nuts under bearing caps on carrier.

SERVICING:—Gear Adjustment. Check pinion setting (see instructions below) or paint gears to check mesh. Backlash should be .006-.010" for new gears or slightly more for worn gears. To adjust, back off one differential bearing adjusting nut, tighten opposite nut equal amount (see differential bearing adjustment below).

Axle Replacement. Axles retained by 'C' washer (40), nut and cotter pin (others) at inner end in differential case. To remove axle, take out locking pin, withdraw differential pinion shaft, remove spacer block, pull axle in and remove 'C' washer or take off nut, then push axle out. Shafts formed with integral flange at outer end to which brake drums and wheels attached.

NOTE—Spacers should be selected to give axle shaft endplay of .000" minimum, .008" maximum. Model 40 spacers ground on two sides to provide minimum and maximum production limit sizes. Spacers for 60, 80, 90 are furnished std., and .020" oversize.

OVERHAUL:—Pinion and shaft must be removed from propeller shaft by cutting off head of pin and disengaging splines to remove bearings. Use new pin when reassembling.

Pinion Bearing Assembly:—Bearings should be press fit on pinion shaft. Tighten pinion bearing nut securely and stake in place. When installing assembly in housing tap outer race of rear roller bearing forward against collar to prevent possibility of race rubbing on pinion. See that adjusting shims installed ahead of front bearing and tighten pinion adjusting setscrews securely.

Pinion Setting:—Standard setting shown in table below (Dimension 'A' distance from rear face of pinion to nearest face of differential bearing boss in carrier, 'B' distance to ring gear center line), add (plus figure) or subtract (minus figure) the amount in thousands stamped on rear face of pinion. Use

approved pinion setting gauge (with master test fixture to check gauge 'O' point). Set gauge for each model, install gauge in differential carrier (differential assembly removed) so that locating rings seat in side bearing holes, add or remove shims located ahead of front pinion bearing in housing until pinion location correct, tighten adjusting setscrews and locknuts securely. Adjusting shims furnished .012", .015", .018", .060" and 3/16" thick.

NOTE—On Models 40, 60 with hypoid gears, gauge will not contact pinion and special adapter, Part No. J-681-5, must be used. Install adapter with large circular pad on pinion and offset tongue up and toward front (away from gauge).

Car Model	'A' Pinion Setting	'B'
40 (1934-35-36)	1.894"	3.4688"
60, 80 (1936)	1.947"	3.7187"
40, 60 (1937)	1.343"	2.918"
80, 90 (1937)	1.947"	3.7187"

Differential Bearing Adjustment:—Same as for other Buick models. See preceding article for complete instructions. Setting should be 1 notch minimum, 1½ notches maximum, tight or turned in from the just free position.

SPIRAL BEVEL & HYPOID GEAR ADJUSTMENT (ALL MAKES)

NOTE ON PINION SETTING GAUGES:—These gauges are designed to locate the pinion gear (with respect to ring gear center line) so as to duplicate the factory set up when the gears were burnished or run in. Mated gears of this type will run quieter and give more satisfactory service in this position and other settings should not be used. See separate articles for each type axle and complete instructions on use of these gauges with specifications for each pinion.

RING AND PINION GEAR MESH:—To check gears, paint a number of ring gear teeth with some suitable indicator such as Prussian Blue or red lead mixed with oil. Rotate ring gear by hand applying tension on pinion shaft flange with a block of wood to simulate load. Indicator will be wiped off on teeth in area of tooth contact so that mesh can be judged. See illustration (No. 1) for desired tooth contact and possible variations which should be corrected as directed below. If desired, gears can be turned over a few times by the engine with the rear wheels jacked up and brakes applied for load (preliminary inspection of mesh should be made by hand before gears turned by engine to avoid damage due to running gears under load when badly meshed).

High Tooth Contact (Illustration No. 2):—Will be noisy and cause gear teeth to roll over at top if run for any length of time. To correct, move pinion in toward ring gear. If backlash is then insufficient, move ring gear away from pinion to increase backlash.

Low Tooth Contact (Illustration No. 3):—Will be noisy and gear teeth will groove or score if run with this setting. To correct, move pinion out or away from ring gear. If backlash is then excessive, move ring gear in toward pinion to decrease backlash.

Heel Contact (Illustration No. 4):—Will be noisy and cause excessive wear, chipping, and tooth breakage. To correct, move ring gear in toward pinion. If backlash is then insufficient, move pinion out or away from ring gear to increase backlash.

Toe Contact (Illustration No. 5):—Will be noisy and cause excessive wear due to small contact area, chipping, and tooth breakage. To correct, move ring gear away from pinion. If backlash then excessive, move pinion in toward ring gear to decrease backlash.

Backlash Specifications:—See individual Rear Axle articles for recommended backlash for each axle type and complete directions on moving pinion and ring gears to secure above adjustments.

TROUBLE SHOOTING:—Before attempting to classify rear axle trouble from noise (hum or growl), eliminate other sources such as tires, engine, transmission as follows:

Tire Noise. Will change on different road surfaces and continue as speed decreases, will be more noticeable with low pressures. To check, coast car with gears in neutral from speed of 30 M.P.H. down. Rear axle noise will ordinarily disappear, tire noise will continue with lower tone as speed decreases.

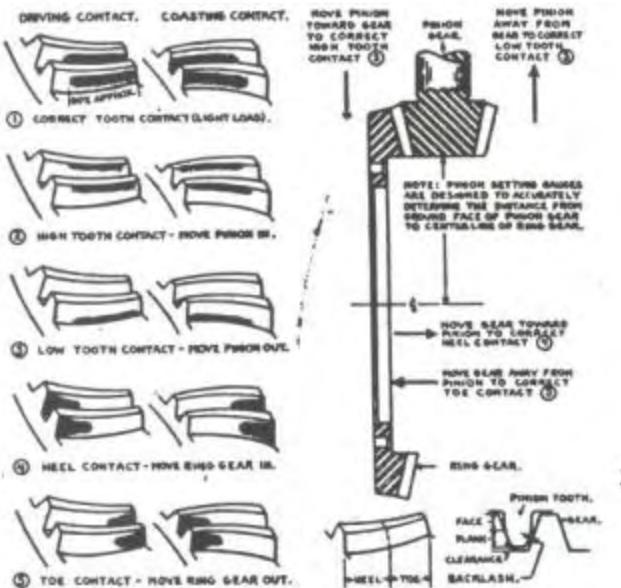
Engine & Transmission. With car stationary, hold clutch disengaged, operate engine and vary speed through range in which noise previously noticed, check for similar sound. Then repeat test, engaging clutch to note transmission idling noises (gears in neutral). This will also check for muffler and exhaust noise.

(CONTINUED)



REAR AXLE TROUBLE SHOOTING TABLE

1. Drive Noise. Most pronounced when car accelerated at constant rate from 15 to 45 M.P.H. Pinion should be moved in toward ring gear slightly.
2. Coasting Noise. Most evident when car allowed to coast from 45 M.P.H. down to 15 M.P.H. with throttle closed and clutch engaged. Pinion should be moved out or away from ring gear slightly.
3. Flea Noise. Most evident when speed held constant at close intervals between 15 and 45 M.P.H. Correct by same adjustment as for coasting noise above, or by changing backlash slightly.
4. Continuous Noise. Check axle shaft bearing, differential bearing, pinion bearing adjustment. Check ring and pinion gear for incorrect adjustment, not matched or defective, gear teeth badly worn, scuffed or chipped. Backlash may be excessive or insufficient.



5. Noisy on Turns. Check for tight, binding, chipped, scuffed differential pinion gears or side gears, worn or rough thrust washers, excessive differential gear backlash, excessive axle shaft endplay.
6. Intermittent Noise. Check for sprung or warped differential case, excessive ring gear runout, loose or broken differential bearings.

REAR AXLES

BUICK (OWN MAKE)

Used On:
MODELS 38-40, 60, 80, 90 (1938)

TYPE:—Hypoid gear, semi-floating type with torque tube drive. Pinion integral with shaft and is splined and pinned to propeller shaft within torque tube. Pinion shaft mounted on double row ball bearing (which takes thrust in both directions) at front, roller bearing at rear. Bearings mounted directly in housing and front bearing locked in place by collar which is held in housing by tapered setscrews. Locking collar serves as spacer between bearings on Models 80, 90 (On Models 40, 60 rear bearing outer race seats against shoulder in housing). Differential side bearings are Hyatt self-aligning (barrel) roller type with adjusting nut under bearing cap on carrier at each bearing.

SERVICING:—**Gear Adjustment.** Check pinion setting (see instructions below) or paint gears to check mesh. Backlash should be .006-.010" for new gears (slightly more for worn gears). Total lash measured at outside diameter of tire (one wheel jacked up) should not exceed $\frac{3}{16}$ ". To adjust backlash, back off one differential side bearing adjusting nut, tighten opposite nut equal amount (see Differential Bearing Adjustment below).

Axle Replacement:—Axles retained by 'C' washer at inner end (all models). To remove axle shaft take out locking pin, remove differential pinion shaft and spacer block, push axle in and remove 'C' washer at inner end within differential side gear, pull shaft out (wheel bearing inner race is press fit on shaft and will be removed with it, outer race is light press fit in axle housing and can be removed with J-528-B puller).

NOTE—Right hand axle shafts are $\frac{3}{4}$ " (40, 60) $\frac{15}{16}$ " (80, 90) longer than left hand shafts and shafts are not interchangeable.

Propeller Shaft Front Bearing (80, 90):—Consists of bronze bushing in cast-iron body seated against shoulder at forward end of torque tube and held in place by setscrew. Shaft clearance in bushing should be .012-.016".

NOTE—Plug provided in torque tube at this bearing for lubrication. Use 10-W engine oil only.

OVERHAUL:—Disassembly. Mark differential bearing adjusting nuts and bearing caps before disassembling. To remove pinion and shaft assembly, loosen locknuts and take out taper setscrews on side of housing. To remove pinion from propeller shaft, file off head of pin, drive pin out, use tool J-862-A to pull pinion from propeller shaft (this tool used also to install pinion). Pry up staked portion of pinion bearing nut, remove nut, dismantle bearing assembly.

Pinion Bearing Assembly:—Bearings should be pressed on pinion shaft (use tubing of correct diameter to engage inner race when pressing bearings on shaft). No inner race used for rear pinion bearing (outer race and rollers furnished as assembly) and spacer must be installed between rollers and pinion to prevent creeping. Tighten pinion bearing nut securely and stake into notch on shaft. Assemble pinion to propeller shaft riveting pin to prevent loosening in service (see propeller shaft straightening below). When installing assembly in housing, tap outer race of rear bearing in against shoulder of housing (40, 60), bearing collar (80, 90), to prevent race rubbing on pinion. Make certain that adjusting shims installed ahead of front bearing are tightened setscrews and locknuts securely.

Propeller Shaft Run-out. With propeller shaft supported on 'Vee' blocks at point just behind splines at forward end and rear pinion bearing outer race at rear, run-out on tubular shaft 1 $\frac{1}{2}$ " back of forward end should be less than .010", run-out at center of tubular shaft should be less than .015", run-out at front pinion bearing outer race should be less than .002". With these limits, run-out at universal joint end (before joint connected) should be less than 1/16" (greater run-out will cause universal joint bushing wear and possible leak from transmission).

Ring Gear Installation:—Ring gear and pinion furnished only in matched sets. To remove old gear, drill out rivets with $\frac{3}{8}$ " drill on differential case flange side (cutting rivets with chisel will distort case). Case run-out must be less than .002" with gear removed. Bolt ring gear in place with 5/16" bolts in alternate holes, then install opposite rivets. Run-out at back of gear must not exceed .006".

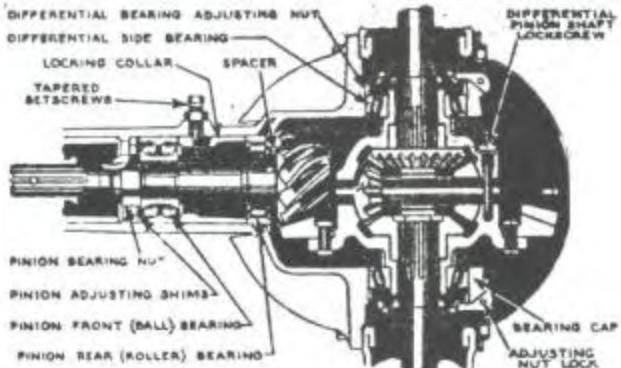
(CONTINUED)



REAR AXLES

BUICK CONTINUED

Pinion Setting:—Pinions marked on rear race by etched figure and plus or minus sign for necessary correction of standard setting (micrometer reading for standard settings given below). Plus sign indicates that pinion should be moved away from axle shaft center-line, minus sign toward axle center-line, the amount (in thousandths) of the figure following this plus or minus sign. Use J-681-A Pinion Setting Gauge, check micrometer '0' on test fixture, set micrometer to standard figure (as given in table below for each model), turn micrometer pointer in (for plus figure) or out (for minus figure) the amount stamped on face of pinion, install gauge in axle housing (with differential carrier removed) seating gauge rings on differential bearing posts,



add or remove shims between pinion front bearing and shoulder in housing until micrometer pointer contacts face of adapter installed on pinion (adapter must be used on all hypoid gears). Shims furnished .011", .012", .015", .018", .060" and 3/16" thick.

Standard Pinion Setting

Car Model	Micrometer Setting
50 (1932-33-34-35)	.649
60 (1932-33-34-35)	.336
80 (1932-33), 90 (1932-33-34-35)	.000
40 (1934-35-36)	.711
60, 80 (1936)	.461
90 (1936)	.305
80, 90 (1937)	.461
40, 60 (1937-38)	.379
80, 90 (1938)	.203

NOTE—This J-681-A gauge can be used for pinion setting on previous models and standard micrometer readings given for these models above. Use adapter for all models with hypoid gears.

Differential Bearing Adjustment:—Remove adjusting nut locks, mark adjusting nuts, loosen right bearing capscrews $1\frac{1}{2}$ turns, tap cap lightly to free nut, back off right hand nut slowly and note point where bearing race stops turning with nut, mark this new position, return nut to original position and repeat check. Race should stop turning at same point and number of notches nut has been turned indicates 'notches tight' of original setting. Correct setting should be $2-2\frac{1}{2}$ notches tight. If bearing did not turn when nut backed off, turn up adjusting nut until bearing starts to turn and note number of notches that bearing was free. If this free setting not caused by bearing wear (flapped free or race turning on hub of case), equalize adjustment by turning each adjusting nut up 1 notch from point where race started to turn. Tighten both bearing capscrews and replace bearing locks.

Ring Gear Backlash Adjustment: When adjusting ring gear backlash, make certain that differential side bearing adjustment not disturbed (back off one nut and tighten opposite nut equally). Check bearing adjustment. If adjusting nuts marked before dismantling, setting nuts up to original marks should give correct ring gear position.

BUICK REAR SUSPENSION

Used On:

BUICK, MODELS 28-40, 60, 80, 90 (1938)

TYPE:—New type using coil springs with conventional rear axle. Springs retained at top and bottom by steel plates and insulated from frame by rubberized fabric insulator at top. Radius Bar linked to frame and to axle housing on right side controls side movement. Direct Acting Shock Absorbers mounted vertically directly forward of axle housing (linked to lower spring plate at bottom and to frame side rail at top).

SERVICING:—No adjustment required except that spring heights ('Trim' dimension) must be correct to insure satisfactory shock absorber action and special directions necessary to remove and replace springs.

Spring Removal:—Disconnect lower ends of shock absorbers at axle bracket, raise rear of car to distend springs, remove bolts in upper and lower spring cups (upper bolt has right hand thread, lower bolt threaded up through spring bracket has left hand thread).

Spring Installation:—Make certain that insulator is in place between top of spring and frame, turn spring cups on bolts so that they are snug in end coils, see that rubber insulator in place on upper bolt, tighten bolts securely.

Checking Springs:—With car at curb weight with full tank of gasoline, distance between spring seat on frame side rail and spring seat on rear axle bracket should be 14" maximum (if this 'trim' dimension greater than 14" shock absorber will be damaged on rebound). Replace spring if incorrect. If spring bottoms excessively under load, install special substitute springs (see Table #1—Special Springs) in matched pairs and check to see that these springs do not exceed 14" trim dimension.

SPRING SPECIFICATIONS:—Spring part number stamped on flat of end coil and springs painted marked on first coil for identifications as follows:

Standard Springs

Model	Part No.	Color	Length
40C, 41, 44, 47, 48	1304057	Yellow	18 $\frac{3}{4}$ "
46, 46C, 46S, 66C, 66S	1304583	Blue	19 $\frac{1}{4}$ "
60C, 61, 67, 68	1304584	Red	19"
80C, 81, 81F, 87	1304585	Orange	18 $\frac{3}{4}$ "
90, 90L	1304586	Green	18 $\frac{3}{4}$ "
91	1305032	White	18 $\frac{1}{2}$ "

Special Springs:—Special Springs for heavier loads can be installed in matched pairs as follows:

Table #1—For cars where trim dimension less than 14" and when spring bottoms excessively with load.

Table #2—For use with trailers or heavy loads in rear compartment (will maintain correct trim with 500 lb. overload on axle).

Model No.	Part No.	Table #1	Table #2
40, 60 Coupes	1304057	Part No.	Part No.
40 (others)	1304584	1305364	1305364
60 (others)	1304585	1305364	1305364
80	1304586 (*)	1305365	1305365
90	1305365	1305366	1305366

(*)—1305364 may also be used.





DELCO-REMY STARTER CONTROLS

SOLENOID SWITCH TYPES

DESCRIPTION:—This solenoid type switch is a combined pinion shift and starting switch. The design is the same as used in 1934 except that the solenoid relay terminals are now located on the side of the solenoid case instead of on the end of the case above the starting switch contacts. Types used as standard equipment are as follows:

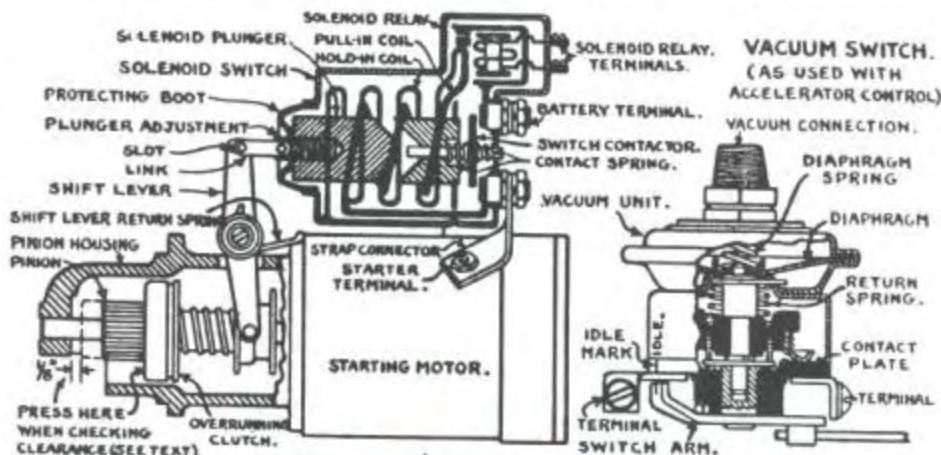
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Car Model	Solenoid Switch with Vacuum Switch Control	Year	Solenoid Switch	Starter	Vacuum Switch
Buick 34, 35, 36-40	(1934-35-36)	1512	734-Z	1594	
Buick 34, 35-50	(1934-35)	1513	727-G	1587	
Buick 34, 35-60, 90	(1934-35)	1512	727-F	1587	
Buick 36-60, 80, 90	(1936)	1512	727-W	1601	
Buick 36-60, 80, 90 (RHD)	(1936)	1530	729-B	1601	
Buick 37-40	(1937)	1542	734-Z	1607	
Buick 37-60, 80, 90	(1937)	1542	727-W	1607	
Buick " (Marvel Carb.)	(1937)	1542	727-W	1594	
Buick 37-60 (RHD)	(1937)	1545	729-B	1607	
Chrysler CU, CV	(1934)	1516	727-J	1592	
Graham 72, 75	(1935)	1517	734-U	1600	
Graham 72, 75 (RHD)	(1935)	1512	738-A	1600	
Pontiac 603	(1934)	1513	738-B	1588, 1593	
Pontiac 701A, B (RHD)	(1935)	1516	727-S	1588	
Pontiac 605, 36-28	(1935-36)	1516	727-S	1588	
Pontiac 37-28CA	(1937)	1516	727-S	1605	

NOTE:—On the first Buick models in 1934, equipped with a Type 264-H Cut-out Relay (and Horn Relay), the starter solenoid lead was connected to the generator terminal of the relay and grounded through the generator. On later cars the Type 264-H Cutout Relay was superseded by Type 264-K, which has the extra ground contacts mounted on the cut-out relay armature. On this type the solenoid lead was connected to the extra terminal (this type has six terminals instead of five, used on Type 264-H).

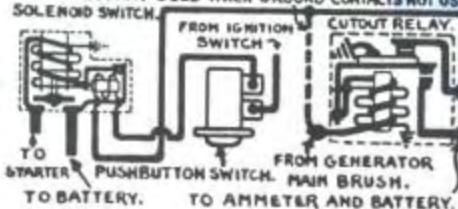
On both the pushbutton type and vacuum switch control type, the relay circuit is grounded in one of three ways:

- (1) Directly to the starter field frame.
- (2) Through the generator main brushes (connected to generator terminal of cutout relay).
- (3) Through special auxiliary contacts mounted directly above cutout relay armature (these contacts open when main contacts close). See individual car wiring diagrams for circuit used on each car model.



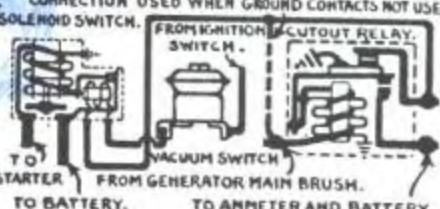
WIRING DIAGRAM (PUSHBUTTON CONTROL).

CONNECTION USED WHEN GROUND CONTACTS NOT USED.
SOLENOID SWITCH.



WIRING DIAGRAM (ACCELERATOR CONTROL).

CONNECTION USED WHEN GROUND CONTACTS NOT USED.
SOLENOID SWITCH.



(CONTINUED)

DELCO-REMY STARTER CONTROLS

SOLENOID SWITCH TYPES



(CONTINUED)

OPERATION:—When the pushbutton switch is closed, or the accelerator pedal is depressed (vacuum switch type), with the ignition turned on, the solenoid relay circuit is completed, energizing the relay and closing the relay contacts. This completes the solenoid circuit. The solenoid plunger is drawn into the coil, meshing the starter pinion, and closing the starting switch contacts. When the engine begins to fire, the solenoid relay circuit is broken in one or more of the following ways:

- (1) Operation of the vacuum switch. Caused by the vacuum built up in the intake manifold.
- (2) By the rise in generator voltage. Where solenoid relay is grounded through generator main brushes or auxiliary contacts in cutout relay, the voltage built up by the generator opposes the current flow through the solenoid relay winding.
- (3) By releasing the pushbutton switch. On De Soto, Graham, and other installations where solenoid relay is grounded directly to starter field frame, the circuit will not be broken until the pushbutton is released.
- (4) By the opening of the ground contacts. Where solenoid relay is grounded through auxiliary contacts in cutout relay, these contacts open when generator begins to charge and main contacts close.

When the solenoid relay circuit is broken, the relay contacts open, breaking the solenoid circuit. The starting pinion is demeshed by the shift return spring and the starting switch contacts are opened by the contact spring.

PERFORMANCE: The solenoid should close (bottom in core) against a pull of 70 pounds when the gap is $\frac{1}{2}$ inch. Current draw should be 65-71 amperes at 5.0 volts (both coils). The hold-in coil current draw should be 12-14 amperes with the switch closed (pull-in coil shorted out).

ADJUSTMENT:—Solenoid Switch. There is only one adjustment on the solenoid switch. Clearance between the end of the pinion and the starting motor drive housing should be $\frac{1}{8}$ " with shift plunger at inner end of stroke. Remove starter from car, take out all lash in overrunning clutch by pressing on clutch shell before checking clearance. Adjust by taking out pin in shift lever and turning adjusting stud in or out of shift plunger.

Solenoid Relay:—Contacts should close with terminal voltage of 3.2 volts maximum (except 1542), 1.9 volts (1542) and remain closed until voltage drops to 1.6-2.0 volts (except 1542), 1.0-1.2 volts (1542).

Contact Gap—.035". **Air Gap**—.010" (with contacts closed).

Where the solenoid relay circuit is grounded through auxiliary ground contacts in the cutout relay, the contact gap for these contacts should be .015-.025" (main contacts closed). If starting system does not operate, see that these contacts are in good condition and closed. If main contacts stick or do not open, check cutout relay as directed on car data sheets. Where solenoid relay circuit is grounded through generator main brushes, check condition of generator armature. Armature must be kept clean and free from oil.

Vacuum Switch. The only adjustment of the vacuum switch is the 'off' position (accelerator pedal released—engine not running). The correct position of the vacuum switch lever is indicated by a line on the switch case and linkage should be adjusted so that pointer on lever is opposite this line. In operation, the manifold vacuum disengages the switch clutch drive tangs and clutch plate. The contact plate assembly is then returned to the original 'off' position by the return spring. The switch can not be operated again until the engine stops and the accelerator pedal is returned to the 'off' position.

Vacuum Switch Specifications

Contacts Close (Rotation)—10-14° CCW for all type except 1937 Buick with Stromberg carburetor (Type 1607—10-14° CW).

Unlatch Action (30° from Latch Position)—3.4-4.6" of HG. (all).



NEW BRUSH PLATING OUTFIT For AUTO PARTS

Connects to a battery with no tanks necessary. Plates on iron, steel, brass, copper, etc. Almost as simple as painting. Hundreds of car owners waiting for this low-cost plating.

Your opportunity to make good income plating auto parts, bathroom fixtures, reflectors, mirrors, etc.

FREE PROOF

Write quick—big season here. Get FREE PROOF and particulars that put you in a paying business of your own.

GUNMETAL COMPANY
AVENUE M DECATUR, ILL.

From a 1938 POPULAR MECHANICS.

DO YOU THINK IT WORKED?



PARTS IS PARTS



BUT THESE AIN'T CHICKEN PARTS!

PARTS FOR SALE

The following list of parts are all sold on an unconditional* basis. The first price is the cost of the part. The second price is the estimated shipping cost. On orders for more than one part, only the shipping cost for the heaviest piece need be included.

Brake hose; at torque tube, 2 female ends. This is the one that's so hard to find. Have 25, \$5.00 each, \$2.50 shipping. NOS. All 37's, 38's
Heater hose bracket, 2 piece, new reproduction. Holds heater hose off engine block. All 37's and 38's. \$6.00/\$2.00

AA-1 Stromberg carb. with heat riser mechanism. Off a car made into a street rod. Fair to good condition. \$50.00/\$6.00

38-40 engine splash pans. right and left sides. Have 3 pair. Dirty but no rust or dents. \$30.00/\$7.00

AAV-2 Stromberg carb. Off a junk-yard car. Not the best but rather rare. With heat riser mechanism. \$65.00/\$8.00

37 and 38, 320cubic inch engines. 60,80,&90 series center exhaust manifolds. Part#1298244. New reproduction. \$160 with gasket and steel ring. \$7.00ship.

Hood Center Strips. Holds the two halves of the hood together while acting as a hinge. Specify year and series. Over 250 already sold. \$100/\$6.00

38 Hub caps. Used, some slight dents. Set of 4. \$50.00/\$8.00

Marvel carb with heat riser mechanism Off a car converted to a street rod \$40.00/\$8.00 Fair to good condition 38-81 frame. Free. Will not ship

38-31 turret top. Cut from body about 5" below top of window line. Free. Will not ship.

38-80C Pillar assembly. Right and left sides. Rusty but restorable without welding. No Holes in metal. \$125.00/pr./10.00 ship

38-80C belt moldings. All 10 pieces. Rear door pieces cut from sedan belt moldings. Will include an extra molding to allow proper repair. \$50.00/\$5.00

38's. Headlight buckets without internals. Like new. Includes side trim. Could be NOS. \$40.00 \$8.00 shipping per pair.

ED DEPOULI
119 Hardenburgh Avenue
Demarest, N.J. 07627

*if you don't like the part after you receive it, send it back for an immediate refund.



FOR SALE

1938 ser. 40 16" wheels(4)-\$35 ea.
New Ray Kuehn door sills for
1937 models 41, 40C, 47, 61,
60C, 67 --\$85

THOMAS R. SCHUTTISH (#006)
427 Chestnut St., #6
San Francisco, CA 94133
415/397-0293



(CONTINUED)

PARTS FOR SALE

PARTS FOR SALE:

37 Century L/F Fender. Restored and Show Paint (Black), Non-side mount. \$125.00
38 Roadmaster 16" Wheel, Good \$35
38 Special 16" Wheels \$35 ea.
38 Hub Caps, no dents, Chrome Fair, \$20.
38/41 Doors and or Parts..Inquire.
38 Grills, above average used, \$150 pr.
38/41 Bumpers, Good Used \$50 ea.
38 Bumper Guards, Used \$20 ea.
38 Instruments, very good used;
Speedometer \$35
Gas Gauge \$25
Amps Gauge \$25
Oil Press \$25
38 Clock, good used \$30
37 Roadmaster Hoods, \$150.00 complete,
no Center Strip.
38/41 Trunk Lid, \$75
37/38 Throw-out Bearings, New, Less
colars, \$30
37/38 Inner Front Wheel Bearings, New, \$15 ea.
37 Roadmaster Gas Tank Sender, \$75
37 Park light Chrome, Above Aver Cond, \$20 ea,
also parts or complete assemblies, Less Lens.
38 Park Light Assem., Less Lens, \$25 ea.
38 Hood Orn., Chrome Above Aver, \$35
37/38 Large & Small Series, Used Engine parts
and Accesories, Inquire.

Services Available; I will restore any part you need to like new condition or sell used parts as is. Inquire as to price and parts available.

Dave Lewis Restoration
3825 South Second Street
Springfield, Illinois 62703
217-529-5290



PARTS FOR SALE

FOR SALE

Miscellaneous 1938 series 40 parts; I have a whole car to part out. Write needs with SASE.

J.KASSAKIAN (#026)
Carpet Gallery, Inc.
21 E.Clinton St.
Newton, NJ 07860
201/383-5435

FOR SALE

Have 1938 model 48 parts car with non-running engine; write needs with SASE. (I will be using some of it.)

CURT BACKER (#468)
Rt.3, Box 135
Bagley, MN 56621
218/694-2388



PLEASE, PLEASE, PLEASE.
HOW ABOUT SOME MORE PARTS FOR
SALE ADS? WHAT ARE ALL YOU GUYS
DOING, HOARDING IT ALL? GET OUT
IN YOUR GARAGES, DOWN IN YOUR
CELLARS, UP IN YOUR ATTICS, OUT
IN YOUR BARNS & SHEDS AND FIND
SOME STUFF. IF YOU WANT TO GIVE
IT AWAY, THAT'S GREAT, BUT LET'S
SEE IT IN THESE PAGES! THANKS.

NOTE ON PARTS ADS: Some members have noted (or I might say complained) that sometimes parts ads are not too specific as to what is offered or wanted. I print them the way people send them in, and I cannot read anybody's mind. The more specific the description is, the more likely you will get a response. So, please describe what you want or have for sale as precisely and in as much detail as you can, with year and model or series. After all, there's no need to scrimp on words: it's free. And please include your name, Club number, address and telephone number, so I don't have to go and look all that up. If you do not want telephone calls (some people don't), tell me and I will omit the phone number. Finally, please print or at least write legibly. Occasionally, I get a real puzzle. I have doped out a lot of bad writing.

Bill

PARTS WANTED



PARTS WANTED

WANTED all 38-80series

Clip that covers timing mark hole
on flywheel housing.

Emergency brake cable. Handbrake to
rear yoke.

Emergency brake cable. Rear wheel to
rear wheel.

Rear fenders, 80 or 90 series. 39's
also fit. Must be mint or NOS

ED DEPOULI
119 Hardenburgh Avenue
Demarest, N.J. 07627

WANTED

For 1937 model 41--
Complete air cleaner system.
Pair, left & right headlamp lenses.

CURT BACKER (#468)
R.3, Box 135
Bagley, MN 56621
218/694-2388

WANTED

For 1937 model 47,
complete robe cord with
hardware; rear compartment
ash tray (go on back of
front seat).

BILL OLSON (#427)
842 Mission Hills lane
Worthington, OH 43085
614/436-7579 home
614/687-1440 ofc.

TRADE- Or BUY 1937 ser.40

Will trade one rebuildable
right side rear shock for one
rebuildable left side rear shock.
Or will buy the latter if in
rebuildable condition.

BILL OLSON (#427)
842 Mission Hills Lane
Worthington, OH 43085
614/436-7579 home
614/687-1440 ofc.

WANTED

1938 DeLuxe grille guard.
For 1938 series 80:
2 rear motor mounts.
2 rear ash trays for armrests
1 horn ring.
Will pay extra overseas shipping.

J.A. HAGGLAND (#299)
P.O. Box 118
Maitland 7405
R. S. AFRICA

WANTED

Parts necessary to convert my '38
business coupe (46) to opera coup
(46S). Jump seats and hardware,
along with sketch on the proper
placing of them. I have never seen
an opera coupe, so need to know a
the details.

RAY MONTGOMERY (#081)
117 Leonie St.
Lafayette, LA 70506
318/984-4679; 981-4080

WANTED

1937 series 40
Stromberg AA-1 Carb
Complete air cleaner
Manifold starter switch
Original radio with knobs, etc.
(non-working OK)
Plastic gearshift knob-good
Tool kit
Handle/crank for jack
Horn button for steering whl.
Complete interior headlight ass-
embly (less reflectors &
lenses)
Exhaust manifold
Auxiliary lights (bumper mount)
What have you?

JON K. GIBSON (#489)
3443 Routier Road
Sacramento, CA 95827
916/364-5000

PARTS WANTED

WANTED

For 1938 series 40:
Sidemount fender-driver's side
8 insert rods.

J. KASSAKIAN (#026)
Carpet Gallery, Inc.
21 E. Clinton St.
Newton, NJ 07860
201/383-5435

PARTS WANTED:

37-80C, Removable center Door Post
38/41, Rust Free Body or will buy a
complete car either in one piece or in
parts.
37 Roadmaster Center Hood Strip, NOS or
near perfect.
NOS Hood Ornament for 37.
37 Jack & Handle, Screw Jack.
37 Tool Kit.
37 Roadmaster Wheel, one or two.
37 Large Engine Cylinder Head.
37 Roadmaster Carb (AA2) and Air Cleaner.
38 Front Bumper Center Emblem. (Buick 8)
2- Jr. Tripple Lights & Brkts, MINT Only.
NOS Generator #918E or 918B Delco.

I will Buy any Quantities of NOS Parts for
37/38 Buicks. Send list of anything you
have for sale. Mechanical or Trim Wanted.
Currently Restoring 4 Cars, so I need just
about anything you have for Sale...

DAVE LEWIS RESTORATION
3825 SOUTH SECOND STREET
SPRINGFIELD, ILLINOIS 62703
217-529-5290

DAVE LEWIS RESTORATION



Detailed Restoration And Parts For
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703
217-529-5290



NEW MEMBERS

Welcome!

Jon K. Gibson (489)
3443 Routier Rd.
Sacramento, CA 95827
916/364-5000

Aubrey Lent (490)
139 Bombay Ave.
Downsview
Ontario, CANADA M3H 1C5
416/633-9180

Ralph Edwards (491)
White Street
Buchanan, NY 10511
914/739-1772

Charles H. Hanks (492)
8843 Roslyn Dale St.
Arleta, CA 91331

Alan D. Clark (493)
652 Calero Avenue
San Jose, CA 95123
408/281-2137

Art Benton (494)
1704 Silverwood Dr.
San Jose, CA 95124

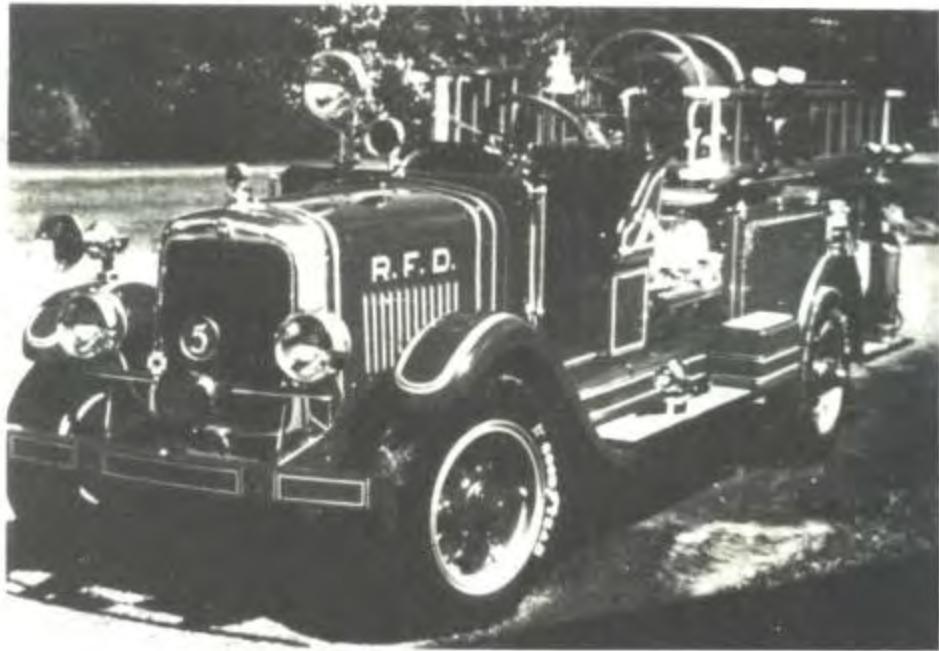
H.L. Dennis (495)
RT. 1, Box 22
Fleming, OH 45729

William Hosanna (496)
158 Nueva Ave.
San Francisco, CA 94134

C.E. Tyson, Jr. (497)
3711 Brandywine Drive
Greensboro, NC 27410

ERRATUM

(Latin for "goof").
The correct name of Member 480
(see New Members, last issue)
is Joseph L. Montanaro. Sorry,
Joe. I will try to do better.



TRUCK
MEMBER CARS



BILL CARY (475)

Rome, NY

Occasionally, we run something under the heading "Member Cars" -- say, a photo or two and brief information. Until now, this has, I think, been limited to '37 and '38 Buicks, but here we have something a bit different that I think is worth showing. When I ran ads to attract new members, there was a variety of response: neatly-typed letters; scribbles on yellow paper; etc., etc. One stood out from the rest, although it was just a business card. On the back: "please send info..."; on the front: "ENGINE 5, R.F.D. [RILEY], William F. Cary, Chief Engineer, Large Holocausts a Specialty." I sent my information package with a brief question: "You a fire truck buff, maybe?" In return, I received the following:

"In answer to your note about being a fire truck buff, the answer is 'yes.' Picture enclosed. It's a 1928 GMC-Childs, powered by the original 1928 Buick Master engine, with about 11,000 miles on it. Not unusual for a fire truck.

I recently purchased the '37 Buick [model 41] to make a Fire Chief's car. It's licensed and runs, but I have a lot to do on it. Also have an '83 Regal V-6. It has a new crankshaft and bearings. They don't make 'em like they used to!"

Accompanying this message was the photo you see here. Let me tell you, I wish I had that machine: it's some piece of work! And under the hood, it's Buick. (The 1928 Master was an OHV 274 cu. in. six of, I think, 90 HP.) If the '37 Special gets to look the way this truck does, Bill Cary will be some Fire Chief!

Incidentally, as some of you may know, '37 and '38 Buicks were fairly popular with both police and fire officials. I have some old and (sadly) un-reproducible stuff that shows, among other things, the Fire Chief of Bethlehem, PA with a '38 46 and a whole fleet of '37s used by the Los Angeles Fire Department. So, Bill, there is plenty of precedent for your idea. Good luck with it; we are all waiting for the next photo.



Body Parts

RADIATOR
ORNAMENT,
ATTACHING - 1938
ALL SERIES



Figure 58

Some radiator ornaments have holes too large for satisfactorily tightening of the self-threading screws. In order to use these ornaments without resorting to larger screws, the holes can be made smaller by tapping on one side of the boss while the other side is supported by a piece of steel held by a vise, as shown in Fig. 58. This causes the hole to be sufficiently out of round to securely hold the screw.

TRUNK LID
SUPPORTS, 1938

The field is replacing a comparatively large number of Trunk Lid Support Assemblies, Group 12.326, Part No. 4082103, because of the failure of this support to hold trunk or compartment lid in the raised position. In most instances, failure is of the cam spring only and there is no necessity to replace the complete support. Proper correction is to insert a new type Support Cam Spring, Group 12.204, Part No. 4085735, in place of the defective or broken earlier type spring.



1937
BUICK CENTERLINE
AND
CENTERLINE DUAL
RADIOS

INSTRUCTIONS FOR OPERATING
INSTALLING AND SERVICING
Place in Glove Box After Installing Radio.
Models 980534 and 980535

BUICK MOTOR COMPANY
FLINT, MICHIGAN

Only a Few Left!
**Radio Manual
Special!**

Reprint of 1937 Manual has
Runningboard Antenna Info;
25 pages - - 8 1/2 x 11.



\$10 Postpaid

Order from Editor--all
proceeds go to the Club.



1937- 1938 BUICK CLUB



842 MISSION HILLS LANE, WORHTHINGTON, OHIO 43085

CLUB RULES & REGULATIONS EFFECTIVE 9/1/84

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of.

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must participate in some form during the course of your membership.

You must treat your fellow members as "hobbyists" rather than use the Club for profit.

All members are entitled to Free Advertising to fellow members with exception of "Commercial Vendors" who must pay Commercial Rates.

The Editor reserves the right to refuse Advertising to any Commercial Vendor that engages in un-ethical practices or advertises goods that are not up to claims.

B NON-MEMBER ADVERTISING

Non-members will be allowed Advertising free for the purposes of selling parts or cars that are 37/38 Buicks.

C NEWS BULLETIN

The News Bulletin will be published nine times per year at more-or-less regular intervals as established by the Editor.

D DUES & POSTAGE RATES

Annual Dues, United States, Bulk Rate Postage....\$20.00:

Annual Dues, United States, First Class Postage...\$26.00

Annual Dues, Canada and Mexico, First Class Only..\$26.00(U.S. Funds only)

Annual Dues, Foreign Countries, First Class Air...\$45.00(U.S. Funds only)

Fiscal Year of Club..September 1 thru End of August.

All Memberships expire on August 31 each year.

Membership Fees will not be prorated at any time, but members joining during year will receive back issues for that year.

E COMMERCIAL ADVERTISING RATES

Full Page..\$35.00 Half Page..\$20.00 Quarter Page..\$10.00 Business Card..\$7.50

1984-5 Membership Application

NAME _____

1984/85 MEMBERSHIP DUES

ADDRESS _____

BULK RATE POSTAGE....\$20.00 per year

CITY _____

FIRST CLASS POSTAGE...\$26.00 per year

STATE _____ ZIP _____

CANADA, FIRST CLASS ONLY..\$26.00 per year

HOME PHONE (A/C) _____

FOREIGN COUNTRIES, FIRST CLASS AIR ONLY,
\$45.00 per year, U.S. FUNDS ONLY

OFFICE PHONE (A/C) _____

PLEASE NOTE....

NEW MEMBER _____

BULK MAIL USUALLY REQUIRES ABOUT THREE WEEKS FOR DELIVERY...

RENEWAL _____ CLUB NUMBER _____

FIRST CLASS (In U.S.) USUALLY TAKES THREE DAYS.....

YEAR BUICK _____ EXACT MODEL _____

CANADA AND FOREIGN COUNTRIES VARIES FROM THREE DAYS TO ONE WEEK....

CONDITION
(SCALE 1-TO one being poor, 10 Mint)

HOW LONG HAVE YOU OWNED YOUR BUICK? _____

WOULD YOU CONSIDER BEING A DIRECTOR OF THE 37/38 BUICK CLUB.
IF SO...WHAT AREA COULD YOU SERVE BEST?

ADDRESS CORRECTION REQUESTED

Worthington, Ohio 43085

842 Mission Hills Lane,

SWAP N'SELL NEWS BULLETIN

